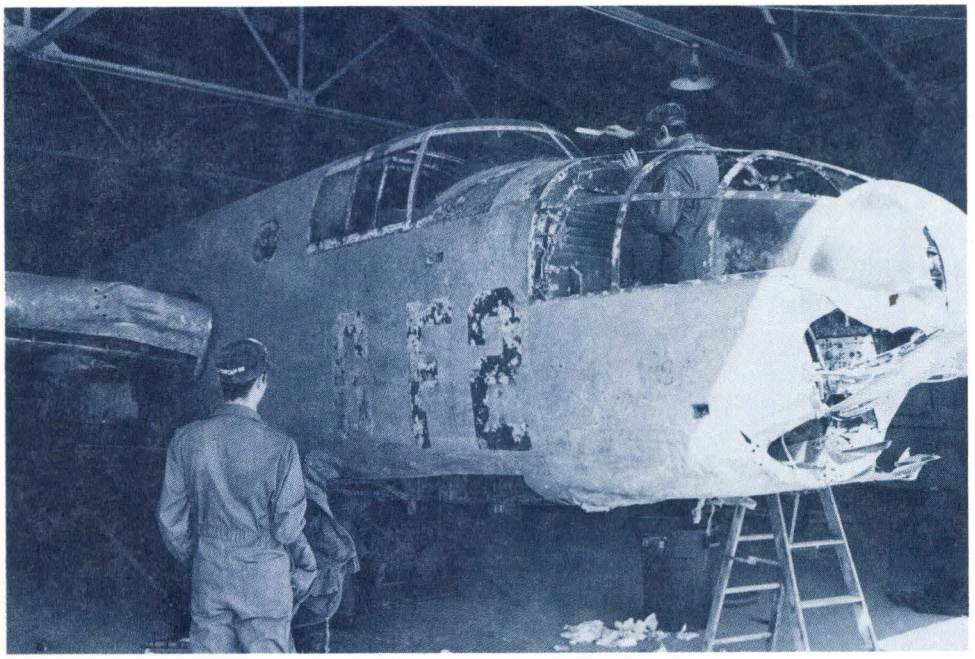
Palmetto AVIATION

VOLUME 36, NUMBER 3 | Published by S.C. Aeronautics Commission | March, 1985



Explorer scouts from Post 15 in Columbia have been spending most of their Saturdays lately scraping rust and corrosion form this World War II B-25 in a restoration project coordinated by Larry Yon at Owens Field. The aircraft crashed in lake Greenwood in 1944 while on a training flight. It was finally pulled form the water last year. Plans are to mount the aircraft on a pylon near the Owens terminal building. If you would like to help with this project call Larry at 771-7915.

IFR, Inc. gearing up to meet demand

Instrument Flight Research, Inc. (IFR), the Columbia based company which manufactures IFR goggles for flight training is now in production and gearing up to meet the demand from military and commercial customers in the United States and abroad.

"We've been in production —honestly in production — for about a year now," company president Frank Witt said recently.

Witt said he has sold about 100 of the goggles to the military in the U.S., Canada and other free world countries in the last 12 months.

"We should move a mimimum of 250 to 300 units in the next year," he said.

The goggles or, more accurately, Instrument Meterological Conditions (IMC) Simulator is a patented device that simulates IFR flight through clouds when worn by a pilot. The goggles employ a liquid crystal lens powered by a battery pack. By varying the voltage, the glasses can be made to simulate various visibility conditions from five miles right on down to zero-zero.

The glasses are ingeniously designed with a light sensor so when the pilot looks down at his instruments, the bottom quadrants clear and the instruments can be read. When the pilot looks out the cockpit, the glasses fog over, obscuring the view. There is even a scud condition the instructor can set to give the feeling of popping in and out of the clouds.

Current users of the glasses include NASA, the FAA, the U.S. Army, Executive Jet, Mobil, JAARS, Helitrade, Auburn University and the military in Canada, Great Britain, Switzerland and the Netherlands.

The device is currently being tested in six other countries including Japan, Spain, Israel, Indonesia, Australia and Sweden.

Witt is encouraged by the interest in his product but he admits it took a while to get to this point. Witt started the company in 1980 after convincing a backer that his idea had merit.

One reason it took time to develop the product, he said, is that it had to be adapted to work perfectly in all types of aircraft and different cockpit lighting con-

Continued, Page 3

Medical examiners listed for South Carolina,
See page 6

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

Offices at Columbia Metropolitan Airport
Mailing Address:
Post Office Drawer 1987
Columbia, South Carolina 29202
Phone: (803) 758-7704

Book Review

New Paper folding book provides enjoyable diversion

WINGS AND THINGS: *Origami That Flies*
by Stephen Weiss
Price: $8.95, paperback
Publication date: November 12, 1984

Folding paper to make it fly has been one of the world's most popular pastimes, since the invention of the first paper airplane in the days of Leonardo da Vinci. The art of paper folding probably originated in China with the invention of paper, but was developed mainly in Japan, becoming over the centuries, a part of Japanese culture. The word origami is Japanese, meaning "the folding of paper."

In WINGS AND THINGS: *Origami That Flies*, author Stephen Weiss provides designs for more than thirty models that fly .There are airplanes, birds, bats, fish, kites, wings, dollar bill gliders, a pentagon, a tube, a maple seed and even a flying nun. No tape, glue, paste, staples, paper clips, or cutouts are required and most of the models are made square or 8½ by 11 sheets of paper. Each design is laid out with step-by-step instructions and clear, easy-to-follow illustrations.

If origami is new to you, this book will be a good introduction. In fact, the first model is the traditional "paper airplane" known virtually to everyone—origami in its simplest form. Today there are active origami societies in many countries around the world. Stephen Weiss' WINGS AND THINGS: *Origami That Flies* is great fun and will challenge beginning and expert folders.

ABOUT THE AUTHOR: Stephen Weiss is one of the top origami creators in the world. His models have been exhibited in England, Tokyo, New York City, and at the Smithsonian Institution in Washington, D.C. He lives in Miami Beach, Florida.

Letters to the Editor

Dear Sir:

Recent fatal airplane crashes between midnight and dawn should result in wide publication of a statement in the book "Flying:" "it's better to be safe in an operations office, late for an appointment, than to be fumbling through weather and wishing to God that you had never left home."

The author of that book is Walter Boyne, Director of the National Air and Space Museum, Smithsonian Institution.

***Possibly the only way to prevent casualties to the occupants of a plane flown by a general aviation pilot would be to extend the ban on " passengers for hire" to All passengers.

John C. Matthews
Aiken, S.C.

Letters Policy

Palmetto Aviation will publish letters of moderate length on subjects of aviation interest; comments by readers and questions of general interest.

Deadline for letters is the 20th of each month for inclusion in next month's issue. Letters should be addressed to Editor, Palmetto Aviation, S.C. Aeronautics Commission, P.O. Drawer 1987, Columbia, S.C. 29202.

Commission conducting survey on charts

As most of you know, the S.C. Aeronautics Commission publishes an aeronautical chart each year for the benefit of the flying public in South Carolina and our neighboring states. For the last several years the chart has been a WAC scale map.

Recently, members of the Palmetto Sport Aviation Association petitioned the Commission urging a return to the larger sectional scale chart. Because of their comments and the comments of other pilots, the Commission is conduction a random survey to determine if the chart is meeting the needs of pilots in the state.

You may receive a survey card from us. Please take a few moments to fill it out and let us know whether you prefer the sectional or WAC scale chart. Your input is important and will help shape the Commission's decision on the size and shape of future charts.

IFR, Inc. Gearing Up

(cont. from page 1)

ditions. Witt said he is now working to perfect the device so it will work in so-called cleand canopy aircraft such as the F-16 and F-15.

Witt will soon start working with engineers at McDonnel Douglas to interface the IMC wiht the new T-45 trainers. His goal is to have plug-in capability with a readout on the cockpit CRT.

Although most of Witt's sales have been to the military and large commercial users, the device would be very useful in general aviation IFR training. The goggles give a much more realistic feeling of being in the clouds than the standard hood. However the $3,750 price tag will probably discourage all but the largest FBO's from owning one.

Research on the IMC has led into other fields as well. Impressed by the concept of the IMC, the Army asked Witt to see if he could come up with a device to protect pilots from battle field lasers used to aim and range new state-of-the-art- guns. The lasers are particularly dangerous because there is no warning and a beam that hits a pilot's eyes will quickly burn the retina causing partial or total blindness. Witt's company has come up with a device similar to the IMC that will quickly shield the pilot's eyes when it detects the edge of a designator laser beam. A patent on the Laser Protection Goggle was recently issued to Witt's company.

There seems to be an endless number of uses which people are putting Witt's product to. The FAA recently gave him the go-ahead to build a variation on the IMC to check runway visibility while taxiing aircraft.

Witt is also working on a simulator which will be incorporated in the heads up display on the space shuttle. He apparently has plenty to keep him and his company busy for some time to come.

. . . . . .

Make Plans now to attend the Clio Spring fly-in April 13 and 14. The fly-in features Stearmans, Experimentals and homebuilts but all aircraft are invited. Contact Sherman Hanke at 803/586-9225.

The Skyhawks aerial acrobatic team will perform in an airshow April 6 at the Florence City-County Airport during an Airport Appreciation Day.

Breakfast Club

Mar. 10 Walterboro Muncipal Airport, Walterboro

Mar. 24 Aiken Municipal Airport, Aiken (City of Aiken is host)

Apr. 7 J.E. Locklair Memorial Airport, Summerville (EAA Chap. 787 is host)

Apr. 21 Clarendon County Airport, Manning

May 5 Bryant Field, Rock Hill

May 19 Eastwinds Airport

June 2 Berkeley County Airport, Moncks Corner

June 16 Clemson-Oconee County Airport, Clemson

June 30 Woodward Field, Camden

Abbeville Air open for business

Lavern Graber, the owner and operator of Abbeville Air at Davis Field thinks his base of operations is "an ideal training field."

Located two miles southeast of Abbeville, the field features a 2,240 foot paved, lighted runway. Graber currently has 15 students training there in Cessna 150's and a 172.

An Ohio native, Graber moved to South Carolina in 1973. He worked as an aerial applicator for eight years before opening Abbeville Air last April.

He has 5,000 hours, is an instrument instructor in airplanes and helicopters and is a mechanic. He can perform annual inspections and light maintenance.

Graber lives in a house at the airport, so he is always close by. His normal operating hours are 8 a.m. to 6 p.m. Monday through Saturday.

Professional Aircraft Safety Hints

Mr. Bill Holecek has served in the aviation maintenance field for a number of years, first as service manager for Hawthorne Aviation in Charleston then as vice president of maintenance at Eagle Aviation in Columbia, a company he helped found in 1963 as H&H Aviation. Holecek retired from Eagle in September, 1984 but continues to serve as a consultant for the company.

by Bill Holecek

I would like this article to become a communicatons channel with other pilots and aircraft technicians. Yes, I am an aircraft technician, who loves General Aviation.

I would like this to be an informal column in order for you to communicate with me or your maintenance professional. I like that word "PROFESSIONAL!" I like to feel that pilots and mechanics want to attain this status regardless of their flying hours or experience.

My professional pilot friends and I have had many experiences in general aviation. If we can stop an accident or contribute to your piece of mind in flying, we are well rewarded.

They are many professionals who may contradict some of my advice. I am open to their view. I welcome criticism as an educational advancement to my aviation knowledge.

SO LETS GO!! We will call this "A S H" (aircraft safety hints or helps)

This is sorta late, coming in the middle of winter, but maybe some of it will stick on your mind and help stop a problem.

1. I remember an aborted takeoff with a Mooney due to a severe vibration. The cause was simple. It could have been caught on a good preflight. The prop spinner was full of ice. It had rained prior to this day and the prop was in a horizontal position. The bottom half of the spinner was full of ice. Let's set two bladed props in a vertical position and three bladed ones with the blade pointed down. This will drain water out of the spinner.

2. When was the last time you checked your drain grommets? These are the little holes you see in the trailing edges of your ailerons and elevators. Depending on your aircraft, these may vary as to location. Check with your aircraft technician as to location. These little sneaky holes are important. These little suckers fill up with debris and will not drain water. Water accumulation occurs during rain and then you have problems. The real problem is that you are carrying a load of ice. It takes a very short time to check these areas with a ball point pen on preflight. If your pen does not go easily into the subject holes, be suspicious and call a mechanic.

3. Most retractable gear problems occur in the winter. For the cost of a can of WD-40 you can save yourself a lot of trouble. Spraying this up on the landing gear and switches (all of which is exposed on a preflight) you can save a lot of high blood pressure and high bucks. This will eliminate problems with sorry gear warning lights when you want to land.

I am talking about the joints, actuators and exposed strut torque links and drag legs, etc. which are exposed to the elements. Use your eyeballs and spray the H--- out of the areas we are talking about. This is also great for summer or hot weather flying. This should be done on preflight or every twenty five hours.

Retractable gear aircraft are composed of many so called rod end bearings on gear doors and actuators that are really overlooked in normal maintenance for lubrication. We aviation maintenance people "love" you owner-pilots who think you can get by with a once a year annual inspection on your retractable gear aircraft. Beware-- the life you save may be your own!

4.In the good old days, we believed in waxing or oiling prop blades. This was an excellent practice and seems to have been forgotten. I recommened this waxing, oiling or silicone spraying of blades regardless of their composition (wood, aluminum, fiberglass). This helps alleviate abrasion, nicks and chips. It also helps cut down on adhesion of ice. There is also evidence that prop efficiency is improved.

While we are talking about winter and props, let's not forget about prop governor control. Spray the linkage or control rod and governor head with the same WD 40 lubricant. It is also a good idea to do the same on the mixture and throttle controls.

If two people are available, have one in the cockpit working these controls back and forth while the other sprays. You will be astounded as to their operation, both in winter and summer. They become smooth and have a longer life.

Engine control replacements are a big buck item requiring a lot of high priced mechanic labor. Eighteen to twenty man hours on most twins is not unusual.

Another hint worth mentioning: While flying in subfreezing temperatures, occasionally change the prop setting or exercise the prop to a different RPM position. Go high and go low. This removes nearly congealed oil from the prop dome and recirculates it into the oil system where it becomes fluid oil again. This stops the problems of near heart failure when the prop suddenly surges or becomes unsynchronized. There can be conditions on twins where you would like to feather one engine quickly, but with a congealed prop dome this is not going to happen. I believe in the saying, "a little too soon is better than too much too late."

You would not believe the money spent by owners to technicians in trying to solve the above problem. We change governors, prop overhauls, etc. when there really isn't anything wrong. What is needed is a better education on the winter operation of your aircraft.

One of the best things to ever happen to you, the owner pilot of an aircraft (car owner too) is the approval of multi-grade oil. Phillips and Shell are the best for you and your aircraft. It eliminates a lot of problems in prop control and turbo charging. More on this in future articles on aircraft engines and operations.

This is a small, informal article concerning cold weather flying and, the Lord willing, I will follow up with another dealing with fuel systems and engine operation in winter flying.

Any areas in which you have experience would be welcome. Please feel free to contact me.

You will note that all of the above does not take an A&P or mechanic and only takes about $2 and about 30 minutes of your time.

The best for your flying enjoyment and safety.

The Promise and The Problem

Reprinted from the AOPA Newsletter

There a few pilots who haven't heard about the controversy surrounding the use of autogas in aircraft engines. This is an issue which stirs strong feelings on both sides.

For some, the use of autogas appears to promise a solution to several problems that have plagued owners of low compression engines for some time. For others it is a dangerous practice which should be avoided at all costs.

General aviation has faced fuel problems of one type or another for the last 12 years. First it was the supply crunch which hit back in the early 70's. Then it was the disappearance of 80-octane avgas from certain areas, and the problems caused by its replacement —100LL— in the mid 70's. More recently, we have seen an upheaval in the traditional relationships between avgas suppliers and distributors. Faced with shrinking demand and higher costs of production, distribution and storage, the major oil companies wanted out of the 80-octane market. This process was accelerated by the removal of supply and price controls in February 1979.

As the supply of 80 octane dwindled, the search for an alternative began. Quite naturally, attention was focused on autogas because of its availabilty and relatively low cost at the corner service station. But, there was one problem — autogas was not an approved aviation fuel and, therefore, its use in aircraft engines was illegal. Illegal, that is, until the Experimental Aircraft Association (EAA) obtained FAA approval under a Supplemental Type Certificate issued in August 1982.

While you might think that the issuance of the STC would have calmed the debate, it seems the reverse is true. The focus is no longer purely technical, which it was in the past. It has expanded to include practical and legal concerns.

In a letter to AOPA, Mr. R.A. Heustess, Manager of Aviation Sales for Shell Oil Company, cited a number of problems with the use of autogas for aircraft.

Without going into detailed discussions on each point, it seems fair to say that the testing to date does little to support the case against autogas use. For example, one of the most often cited reasons for not using autogas has been the difference in vapor pressure between auto and aviation fuel. During tests of the EAA's Cessna 150—up to the service ceiling of the aircraft—no vapor lock problem was encountered.

Does this mean that vapor lock will never be encountered while using autogas? Probably not. But keep in mind that vapor lock can form even when using avgas. Privately, some oil company engineersdisclosed they have been willing to admit that the use of a good grade of autogas would not likely cause any problem. Yet, they also are quick to add, there is always that one in a hundred chance that under the right circumstances autogas could cause a problem.

This leads us to the real concern fuel producers and suppliers have — liabilty! Simply stated, oil companies are very much concerned that the use of autogas will ultimately result in expensive lawsuits. So, to a certain degree, everyone seems to be sitting on the bench waiting for the signals that will mean it is safe to get into the game.

The engine manufacturers are doing little, if anything, to work out a solution and do not endorse the use of autogas. The insurance companies are not exactly jumping for joy because they simply do not know what the risk is. From the oil companies' perspective, they are the ones who will be accepting the risk if autogas is sold as an aviation fuel.

Additionally, there are practical problems to consider. First, the EAA's STC calls for the use of unleaded autogas meeting the American Society for Testing and Materials (ASTM) Specification D-439. Unfortunately, most pilots do not know if they are getting fuel that meets this specification. Some states require autogas to meet D-439 specs, but others do not.

In fact, the oil companies themselves are unwilling to guarantee that the fuel they produce meets D-439 standards at the point of purchase. What this illustrates is a potential problem with quality control which is a major concern of the oil companies. They claim that the tests and procedures used to handle the distribution of avgas are different than those used for autogas. Countering this claim, however, is the argument that the EAA has tested various types of autogas representing worst case scenarios and found no difficulty using the fuel.

Another practical concern is the price differential between autogas and avgas. Contrary to popular belief, autogas is not likely to show up at your local airport at the same price your local service station sells it for because most FBO's don't have the volume-purchasing power of the corner gas station. In addition, FBO's will still maintain the same profit margins.

Another problem, somewhat obvious, is that the population of aircraft originally designed to use 80 octane is shrinking. For the most part, there have been no new engines that burn 80 octane produced in the United States since 1976.

This is not a sign which will encourage FBO's to devote time and effort and expensive equipment to the sale of autogas.

Finally, the lack of a distribution system means that pilots wanting to use autogas must either fly to an airport which provides it or lug five-gallon cans out to the aircraft.

So, what does the future hold for autogas? At this point is is hard to say. Autogas as an aviation fuel does appear to hold some promise for those of us with low-compression engines. It may help the reported problems of sticking valves, lead-fouled plugs and premature overhauls. And maybe, if enough aircraft are converted to the STC, it could result in more interest on the part of fuel producers, the aircraft manufacturers and FBO's. Additionally, it might increase general aviation activity if the price is significantly lower than avgas. Only time will tell.

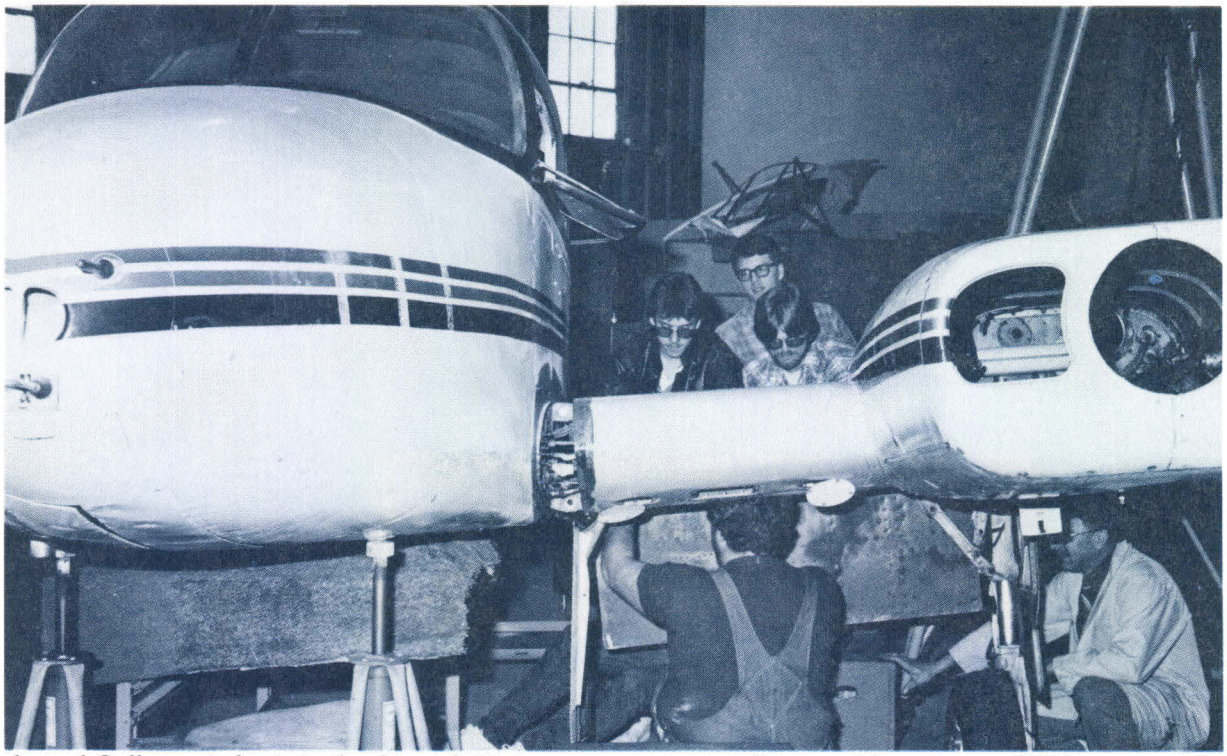
Aviation medical examiners in South Carolina

Part 1, Abbeville through Georgetown

CITY	ADDRESS		TELEPHONE	
ABBEVILLE				
*P	FORT, George W.	309 N. Main Street	29620	459-4705
AIKEN				
*P	VON BUEDINGEN, R.P.	154 Waterloo Street	29801	648-7815
ANDERSON				
*	BURTON, O. Marion	600 Fant at Calhoun St.	29621	261-1473
*P+	HUNT, John Robinson	801 N. Fant Street	29621	225-5059
*P	HUNTER, Charles P.	1655 E. Greenville St.	29621	224-6376
P	VESTAL, Tom A.	605 E. Greenville St.	29621	225-5131
*	YARBROUGH, Joseph C.	1655 E. Greenville St.	29621	224-6376
P+	YOUNG, James H.	1310 N. Boulevard	29621	225-5241
BAMBERG				
*P+	DWIGHT, F. Marion	North Street	29003	245-2259
BARNWELL				
*P	GIBSON, Henry W.	1802 Wren Street	29812	259-3092
BEAUFORT				
	JENKINS, Arthur	512 S. Ribaut Road	29902	524-3128
*	NEIDICH, Sol	1112 Craven Street	29902	524-7436
CAMDEN				
* +	DUBOSE, John B., III	1344 Haile Street	29020	432-1996
	McCORKLE, Francis N., Jr.	1113 Mill Street	29020	432-3379
CHARLESTON				
*P	DODDS, Kenneth A.	46-B Markfield Dr.	29407	766-2317
* +	MARTIN, Archibald M.	315 Calhoun Street	29401	722-3818
*	MOSKOWITZ, George	231 Calhoun Street	29401	722-3818
*P+	VON LEHE, D.P., Jr.	9302 Medical Plaza Dr.	29405	572-1400
*P+	WOODWARD, William M.	10-C Farmfield Avenue	29407	556-3462
CHERAW				
*P+	GODWIN, Winston Y.	207 Marion Street	29520	537-3831
*P+	NEWSOM, Joseph K.	119 Chesterfield Hwy.	29520	537-2168
CLEMSON				
P	IRVINE, David L.	522 College Avenue	29631	654-7841
CLOVER				
*	ANTOSEK, Edward L.	Route 4, Box 160	29710	831-1841
COLUMBIA				
P+	HARRISON, A. Frank	2008 Hampron Street	29201	254-0889
P+	REED, Stanmore E.	1333 Taylor St., Su. 3C	29201	254-0889
*P	STROHECKER, William J.	3301 Harden Street	29203	765-7533
*	WALKER, Leo L., Jr.	1333 Taylor St., Su. 5C	29201	256-8333
*P+	WOODWARD, Martin B.	2753 Laurel Street	29204	254-7604
WEST COLUMBIA				
* +	MESSERVY, Thomas W.	107 W. Hospital Drive	29169	791-0420
* +	WENNER, Allen R.	211 Medical Circle	29169	796-4251
*P+	YOUNG, Frank W.	2311 Sunset Blvd.	29169	796-8060
CONWAY				
*P+	HUGHES, James C., III	1603 10th Avenue	29526	248-5855
DARLINGTON				
*P+	WILSON, John M.	352 Pearl Street	29532	393-3801
EASLEY				
*P	GOUDELOCK, Wm. J.	201 Richard Street	29640	859-3241
FLORENCE				
*P	BOOTH, John A.	506 East Cheves Street	29501	665-1280
*P	GASTRIGHT, John A.	121 East Cheves Street	29501	667-0816
FORT MILL				
*P	CULP, Max A.	101 Allison Street	29715	547-7541
GEORGETOWN				
*P	HARMON, Gerald E.	Waccamaw Family Practice	29440	546-7441
*	WILLIAMS, Clifton Lide	552 Black River Road	29440	546-6156

Check the April issue for remainder of S.C. examiners listing.

*—Accident Investigation Participant P—Pilot
+—First Class



Trident Technical College students in the Aircraft Maintenance program disassemble a Cessna 310 in preparation for the move to the TTC Berkeley Satellite. Since 1977, classes have been held at a hangar near the Charleston International Airport. Beginning Spring quarter 1985, classes will be relocated to the Berkeley County site.

Greenville farmers ask for balloon regulations

Greenville County farmers who own property around Donaldson Center, south of Greenville, may ask County Council to adopt laws that hold balloonists responsible for damage done when the craft land on private property.

Members of the Greenville County Farm Bureau told the county delegation at a dinner last month that balloonists should not be permitted to land on private property.

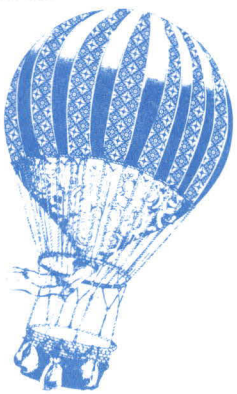
Farm Bureau member Ernest Marr said that during the Freedom Weekend Aloft balloon festival last year balloonists came down anywhere including busy streets and in people's yards.

Marr said the property owner has few rights when balloonists pull their trucks into yards or pastures to collect the balloon and its crew. He said balloonists should be held to the same standards as fixed wing pilots.

"The FAA regulations state that airplanes can only fly so low and they cannot land on your property," he said.

Sen. Theo Mitchell said he had received several complaints from land owners around Mauldin and Simpsonville who suffered broken fences and had their cattle stampede after the animals were frightened by balloons.

But Mitchell said he believes any law should come from County Council rather than the General Assembly because the balloon festivities are primarily in the Greenville area.



Allendale council awards contract for extension

The Allendale County Council voted to award the contract for extension of the Allendale County Airport to the J.F. Kleckley firm of Orangeburg. The bid submitted by Kleckley was for $146,965.00, significantly less than the $175,000 which had been budgeted by the County Development Board to carry out the 1200 foot expansion.

The contract calls for extending the runway to 4,100 feet. The project will be funded with state and county money.

The county's development board also is attempting to seek additional matching state and federal funds to extend the runway to 5,000 feet to accommodate small executive jets and to uprgrade lighting.

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
Columbia, South Carolina 29202

FAA plans trust fund raid, AOPA warns

The Federal Aviation Administration is planning a $2 billion raid from the aviation trust fund, charged the 270,000-member Aircraft Owners and Pilots Association of the fiscal 1986 FAA budget.

"The FAA wants to take from the trust fund $1.2 billion beyond the amount authorized by law for the agency's operations and maintenance (O&M) budget," said AOPA President John L. Baker. "We are outraged that the government would even contemplate ripping off the aviation trust fund in this manner."
ing to a new low by asking for such high levels of trust fund monies for purposes that the fund was never meant for. Raiding the trust fund for O&M is totally unacceptable."

AOPA is also concerned about the administration's plan to borrow money from the aviation trust fund without having to pay interest on it. "This new, even more insidious raid on the trust fund would mean that next year the fund could lose about $790 million in income," said W. Lawrence Graves, AOPA Vice President for Legislative Affairs.

Last year, the government borrowed about $6½ billion from the trust fund. The federal government routinely borrows money from dedicated trust funds, such as social security and parks. If the FAA plan goes through, the aviation trust fund would be the *only* one of all the dedicated trust funds that the government would not have to pay interest on.

The overall FAA budget request is down slightly from last year's $5.3 billion, to $5.1 billion. However, the FAA wants to establish a new high in the level of trust fund contributions to its budget.

"The administration's plan would have aviation system users pay for 100 percent of capital improvement programs and well over 75 percent of all other FAA costs," said AOPA's Graves. "This would amount to users funding at least 85 percent of the agency's budget -- despite the fact that its activities are in the public interest."

AOPA President Baker said that his organization would "not sit back and watch the administration rip off the trust fund and the aviation system users. We have an obligation to our members -- the system users -- to ensure that money from the trust fund is spent on capital improvements. Paying for pencils and paper clips is not the purpose of our aviation trust fund monies."

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.